Re App: Reiner Künstle et al.

IN THE SPECIFICATION

Page 1, lines 3 and 4 have been amended as follows:

The present invention relates to a brake disk ~~according to the preamble of claim 1~~.

Page 1, line 6 through page 2, line 4 have been amended as follows:

~~Such a~~ **A** divided brake disk is sold, for example, by Beringer as **an** AERONAL brake disk. The known brake disk has a steel brake band which is connected to an inner aluminum part via six connecting elements. The brake band has six extensions which border corresponding extensions of the inner part. The extensions bordering one another have in each case semi-circular recesses which receive the connecting elements. The opposite edges of the extensions run in the circumferential direction. Those sections of the edges which are in each case before the recess during forward travel in the direction of rotation are arranged a smaller distance away from the center of the brake disk than the corresponding rear sections. The connecting lines of the ends of the respective semicircular recesses for the connecting elements are therefore inclined about 12° relative to the tangential direction. In a brake disk in new condition, the main load occurring during braking and due to the connecting bolts is no longer in a region in which the inner part borders the brake band but somewhat further in the ~~centre~~ **center**. Since the extension of the inner part between the edge opposite the extension of the brake band and the inner ring for fixing to a hub is not in the direction of the force occurring during braking, the higher rear section of the extension bends during braking and the main load is displaced further toward the end of the recesses in the extensions of the inner part. As a result, the recesses are subject to greater wear. ~~Since furthermore~~ **Furthermore, since** the edges opposite the extension of the brake band run in the circumferential direction, the brake band rotates relative to the inner part in the circumferential direction with increasing wear, and the braking force is furthermore transmitted by the connecting element from the brake band to the inner part. The wear thus increases even further.

Page 2, lines 12-14 have been amended as follows:

~~**The object of the invention is achieved by the features of the independent claims. Advantageous developments of the invention are described in the dependent claims.**~~

Page 2, lines 16-30 have been amended as follows:

According to one embodiment of the invention, a brake disk according to the invention ~~**for a disk brake**~~, in particular for motor cycles or bicycles, comprises a brake band of a first material which has a high heat resistance, an inner part of a second material which has a lower density than the first material **and a plurality of connecting elements. The** **[[, the]]** brake band **has** ~~**having**~~ a plurality of extensions and the inner part **has** ~~**having**~~ a plurality of extensions, which in each case are arranged in pairs bordering one another**. The** ~~**, and**~~ a plurality of connecting elements ~~**which**~~ connect the brake band to the inner part by being received in recesses formed in the extensions, **with** the recess being formed in such a way that the connecting line between the ends of the recess is at an angle of from 15 to 85° to the tangential direction.

Page 2, lines 32-36 have been amended as follows:

In this ~~**Application**~~ **description**, tangential direction is to be understood as meaning the direction of a tangent of a circle concentric with the brake disk at a point which lies in the region of the recess or of the edge section to which reference is made.

Page 3, lines 1-11 have been amended as follows:

During braking, brake linings act on the brake band and retard its rotation. The braking force is transmitted from the brake band via the connecting elements to the inner part, which connecting elements are received in the recesses of the extensions. The embodiment according to the invention has the advantage that, during braking, the connecting elements no longer exert a load on the recesses mainly at the ends thereof but further toward the **center** ~~**centre**~~ of the recesses. Because the load is not applied in the end region, the result is less wear.

Page 3, line 25 through page 4, line 7 have been amended as follows:

Alternatively or additionally, those sections of the edges of the extensions which are before the recesses in the direction of rotation during forward travel may be at an angle relative to the respective tangential direction**. Those** ~~, those~~ respective ends of the regions which are at the front in the direction of rotation during forward travel **are** ~~being~~ a smaller distance away from the center of the brake disk than those corresponding ends of the regions which are at the back in the direction of rotation during forward travel. This has the advantage that the edges of the extensions of the brake band can be supported on the opposite edges of the extensions of the inner part if the recesses in the extensions of the inner part and/or the connecting elements are worn to such an extent that the edges touch one another as a result of a slight rotation between brake band and inner part in the circumferential direction. Consequently, further pronounced wear is prevented because the braking force can also be transmitted by the abutting edges.

Page 4, lines 9-24 have been amended as follows:

Alternatively or additionally, those sections of the edges of the extensions which are behind the recesses in the direction of rotation during forward travel may be at an angle relative to the respective tangential direction**. Those** ~~, those~~ respective ends of the regions which are at the front in the direction of rotation during forward travel **are** ~~being~~ a smaller distance away from the center of the brake disk than those corresponding ends of the regions which are at the back in the direction of rotation during forward travel. This results in the advantages mentioned above in relation to the oblique position of sections in front of the recess. Advantageously, both the sections in front of the recesses and those behind the recesses of both the brake band and the inner part are formed in this manner.

Page 4, line 30 through page 5, line 4 have been amended as follows:

Alternatively or additionally, the recess or the recesses in the extensions of the inner part can enclose the connecting elements received in them in an angular range of more than 180°. This results in better support in the generally softer inner part and, hence, less wear, **[[with]]** **and**

in the further advantages mentioned. Preferably, the recess or the recesses in the extensions of the inner part encloses or enclose the connecting elements received in them in an angular range of more than 181°, 185°, 190° or 195°. Good results with respect to little wear can be achieved with an angular range of approximately 200°.

Page 5, lines 6 and 7 have been amended as follows:

The angular range may be from 185 to 300°, preferably from 190 to 270° and, in particular, approximately 200°.